जाता है और जोन-वार नहीं। पिछले तीन वर्षो में खरीदे गए माल डिब्बों कि संख्या निम्रानुसार है :-

	(चौपहिया यूनिटों में)
1993-94	19,649
1994-95	10,575
1995-96	17,950

(ड़) 1995-96 में भारतीय रेलों ने चौपहिया यूनिटों के हिसाब से कुल 17,950 मालडिब्बे खरीदे हैं जबकि 1989-90 में चौपहिया यूनिटों में हिसाब से 23,626 मालडिब्बे खरीदे गए हैं।

(च) 1995-96 में नाकारा किए गए और हटाए गए मालडिब्बे की संख्या चौपहिया यूनिटों के हिसाब से 19,140 हैं।

Facility at Raiiway Reservation Centre at Imphal

2986. SHRI W. ANGOU SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the recently opened Railway Ticket Reservation Computer Counter at Imphal can issue only tickets for the outward journeys and not for return journeys;

(b) if so, the reasons therefor; and

(c) by when this centre will be able to issue the confirmed tickets for both journey tickets to the passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The facility of making outward as well as return journey reservations is available at Imphal for all trains originating from the stations linked to the reservation system at Calcutta.

(b) and (c) The facility of onward and return journey reservations fiira stations linked to the other four reservation systems can become available at all reservation offices, including Imphal only when networking of the five reservation systems is established. For this purpose, networking software is in the development and testing phase.

Number *4t* Railway Employees

2987. SHRI W. ANGOU SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of regular staff, zone-wise;

(b) the number of casual employees, zone-wise;

(c) the reasons for keeping casual employees; and

(d) the total number of employees, zone-wise?

THE MINISTER *Of* STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Details of regular staff zonewise is as under:—

Central RIy.	215375
Eastern Rly.	205177
Northern Rly.	244933
North Eastern Rly.	95958
Northeast Frontier Rly.	78386
Southern Rly.	132130
South Central Rly.	124115
South Eastern Rly.	187746
Western Rly.	186919

(b) Details of Casual employees zone-wise is as under:—

Central Rly.	9301
Eastern Rly.	221
Northern Rly.	7292
North Eastern Rly.	5412
Northeast Hcstier Rly.	1946
Sc'-t'wra Rly.	2171
South Central Rly.	3458
South Eastern Rly.	2787
Western Rly.	3880

(c) Casual Labour ue primarily engaged to supplement the regular staff in work of seasonal/Intermittent sporadic nature which arises from day to day working on railway systems and also in the execution of Railway projects.

(d) Total No. of employees Zonewise is as under:—

Central Rly.	224676
Eastern Rly.	205398
Northern Rly.	252225
North Eastern Rly.	101370
Northeast Frontier Rly.	80332
Southern Rly.	134301
South Central Rly.	127573
South Eastern Rly.	190533
Western Rly.	190799

Derailment of Goods Train Between Nellore and Vedayapalem

2988. SHRI YERRA NARAYANASWAMY: Wil1 the Minister of RAILWAYS be pleased to state:

(a) whether there was a derailment of a goods train between Nellore and Vedayapalem on the South Central Railway recently;

(b) if so, the reasons for this derailment;

(c) the speed of the goods train at the time of accident;

(d) whether any derailments occurred on this section during the last three years;

(e) if so, the details of such derailments and the reasons therefor; and

(f) whether any safety measures have since been initiated by the South Central Railway?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) The derailment took place due to seizure of roller bearing of wagon.

(c) The speed of train at the time of accident was 40 kilometres per hour.

(d) No, Sir.

(e) Does not arise.

(f) Following safety measures have been initiated by South Central Railway to reduce derailments:—

(i) Carriage and wagon examination of rolling stock has been strengthened and rationalised.

(ii) To prevent cases of cold breakage of axles, ROH Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.

(iii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.

(iv) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

(v) Safety drives are conducted to inculcate safety consciousness among the staff.

(vi) Punitive action is taken against staff found negligent in duty, leading to accidents.

Computerised rail reservation facility at important railway stations and towns

2989. SHRI K.M. KHAN: Will the Minister of RAILWAYS: be pleased to state:

(a) whether Computerised Railway reservation facility has been provided at all important railway stations of the country;

(b) if so, the names of such stations, State and Union territory-wise;

(c) whether computerised reservation facility has also been provided in all important towns of the country;

(d) if so, the names of such towns, State and Union territory-wise;

(e) whether Government propose to provide this facility in all important towns and at all important railway stations of Andhra Pradesh in 1997-98; and

(f) if so, the details thereof and if not, the reasons thereof?